



US009156392B2

(12) **United States Patent**
Whiteford

(10) **Patent No.:** **US 9,156,392 B2**
(45) **Date of Patent:** **Oct. 13, 2015**

(54) **ADJUSTABLE SUPPORT STRUCTURE FOR
VEHICLE CARGO BED EXTENSION**

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(*) Notice: Subject to any disclaimer, the term of this
patent is extended or adjusted under 35
U.S.C. 154(b) by 0 days.

(21) Appl. No.: **13/407,367**

(22) Filed: **Feb. 28, 2012**

(65) **Prior Publication Data**

US 2012/0217766 A1 Aug. 30, 2012

Related U.S. Application Data

(60) Provisional application No. 61/447,613, filed on Feb.
28, 2011, provisional application No. 61/553,624,
filed on Oct. 31, 2011.

(51) **Int. Cl.**
B60P 3/40 (2006.01)
B62C 1/06 (2006.01)

(52) **U.S. Cl.**
CPC **B60P 3/40** (2013.01); **B62C 1/06** (2013.01)

(58) **Field of Classification Search**
USPC 296/26.08, 26.11; 414/462; 224/402,
224/403, 405
See application file for complete search history.

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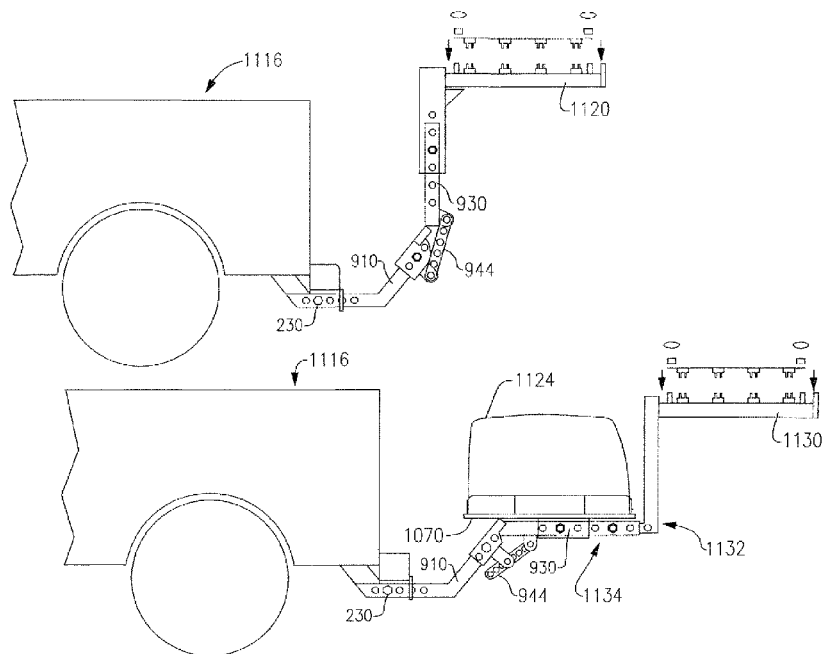
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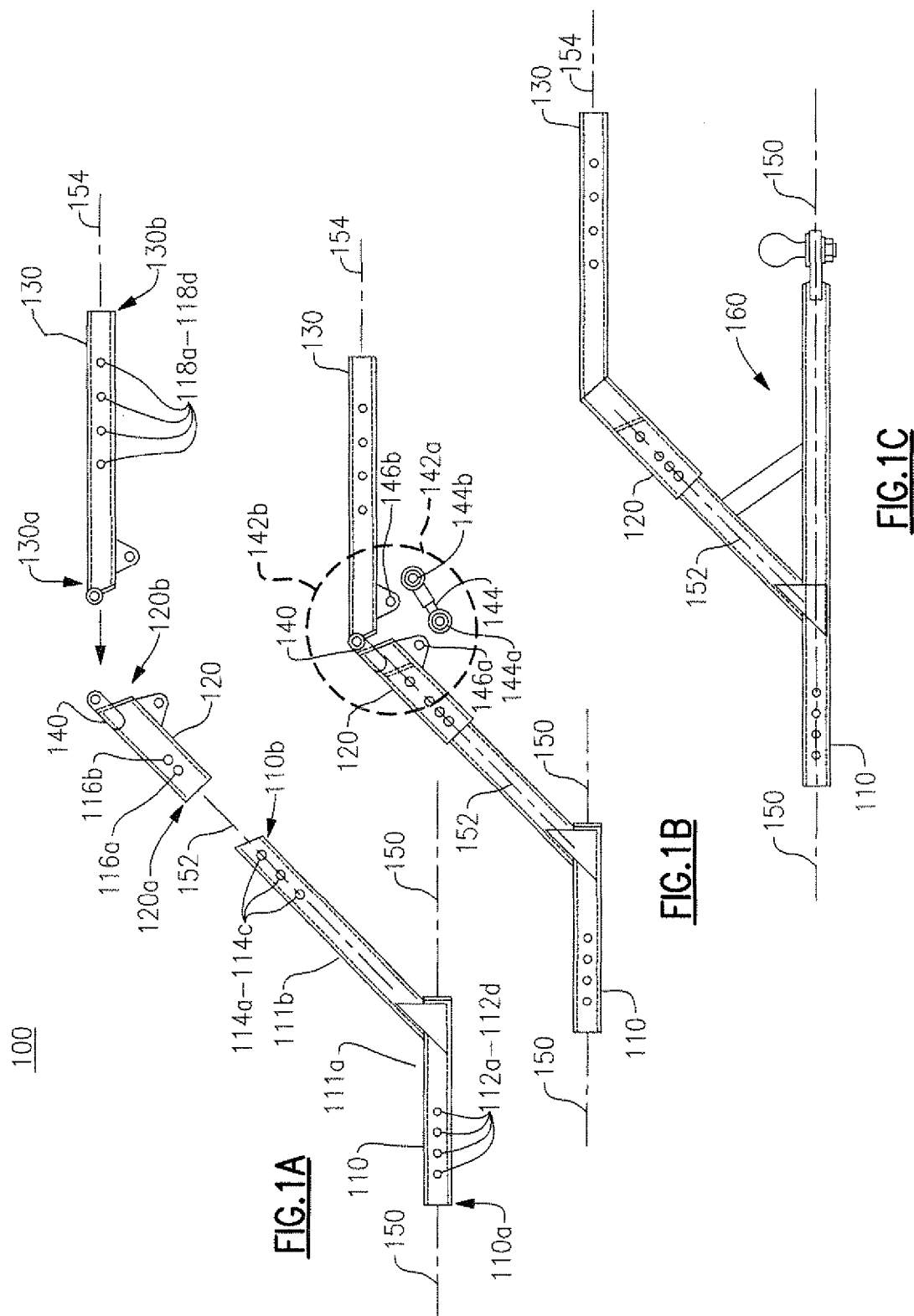
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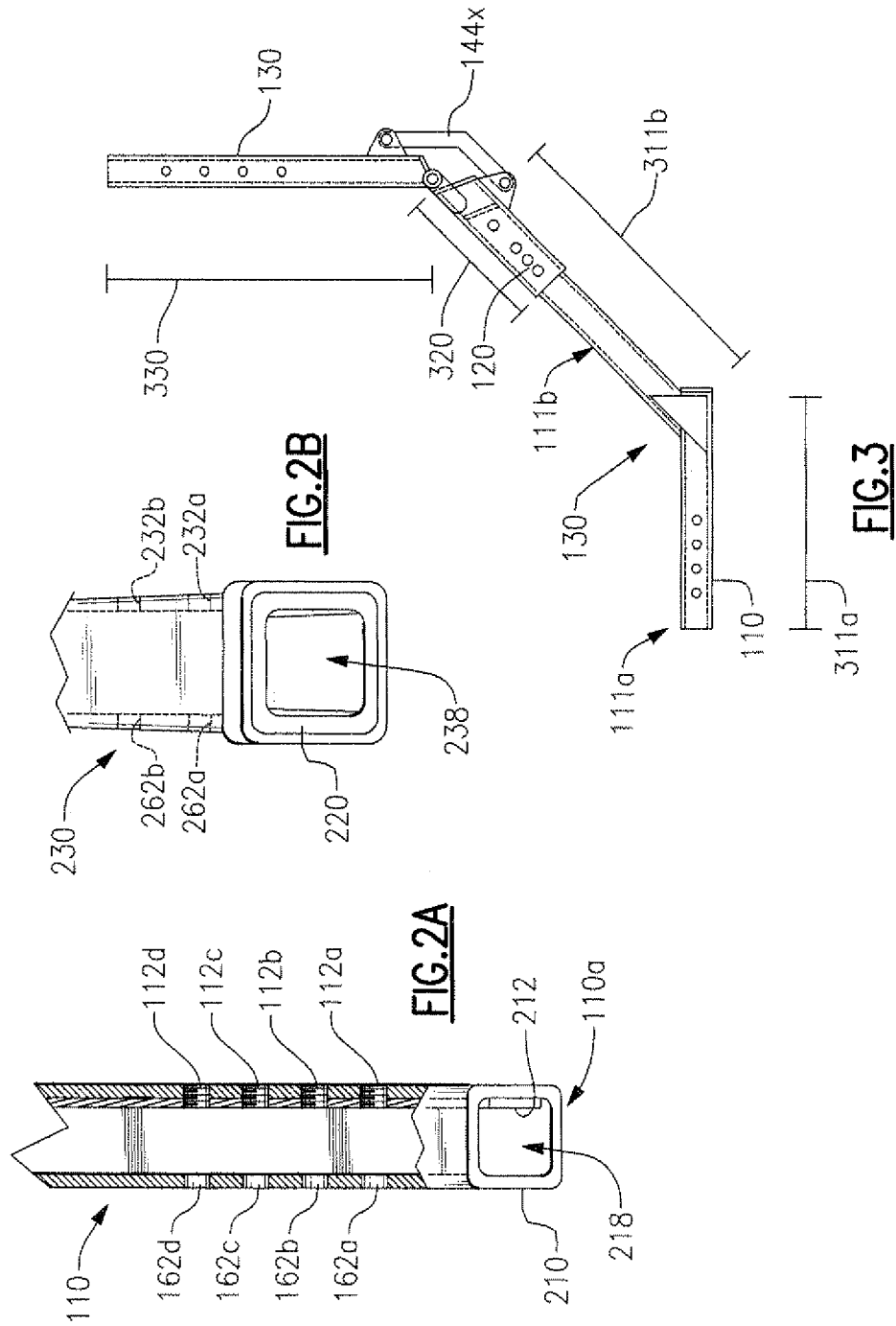
(57) **ABSTRACT**

This invention relates to an apparatus, system and method for
adjustable support of an extension of a vehicle cargo bed. The
apparatus provides a range of horizontal, vertical, diagonal
and angular adjustment of a vehicle cargo bed extension deck
so as to accommodate a wide variety of differently designed
and dimensioned vehicles and provides other features pro-
moting reliability and safety while minimizing unwanted
vibration during use.

31 Claims, 16 Drawing Sheets







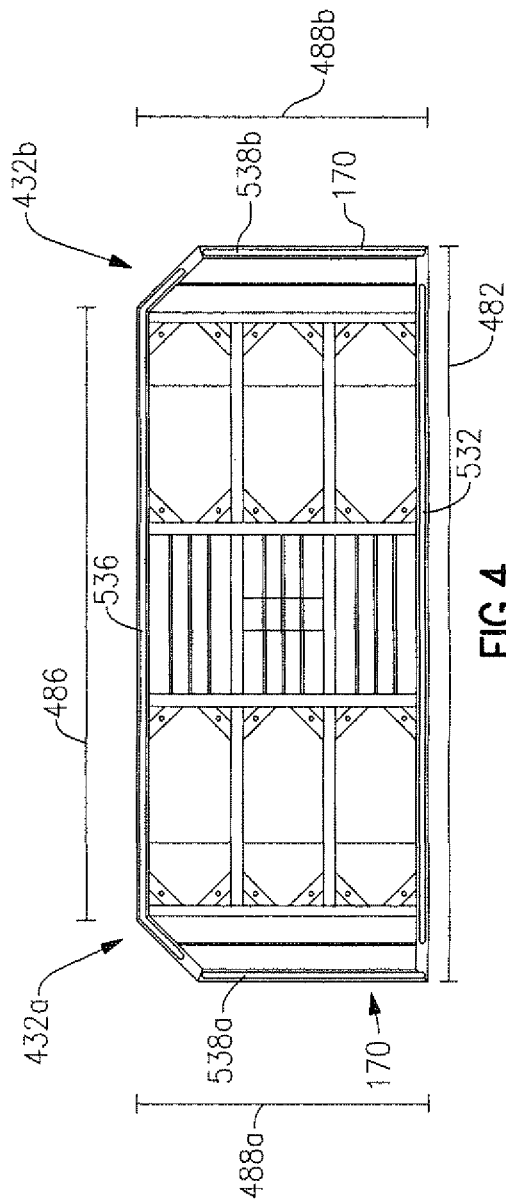


FIG. 4

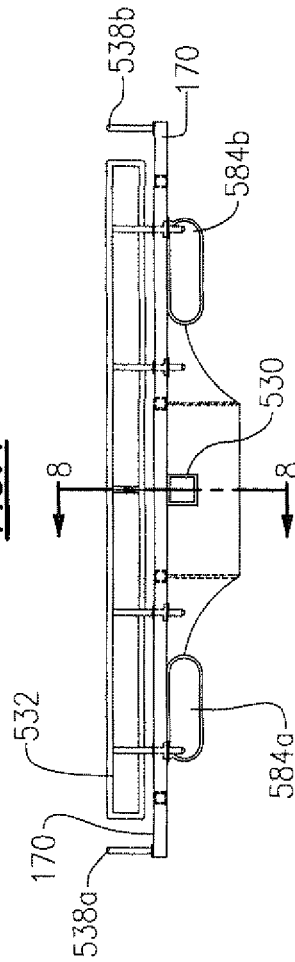


FIG. 5

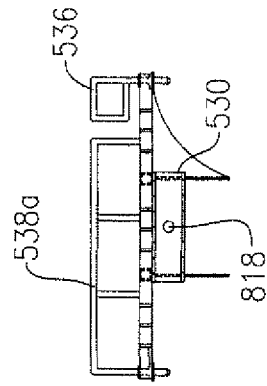
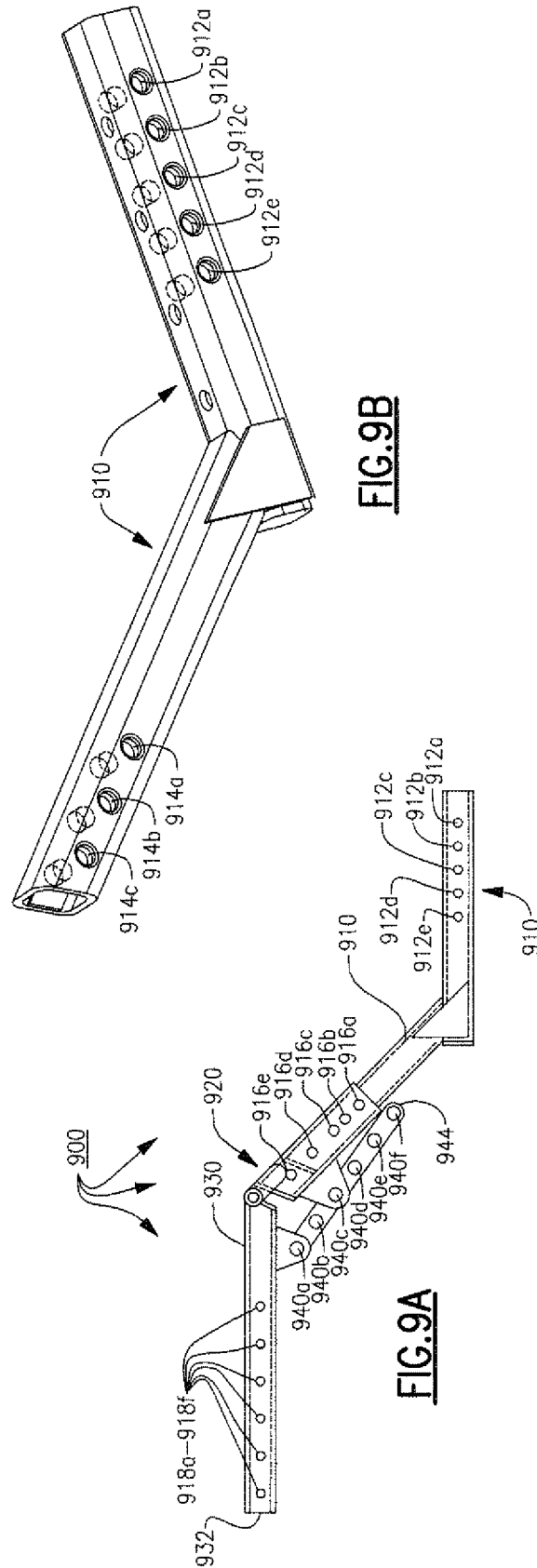
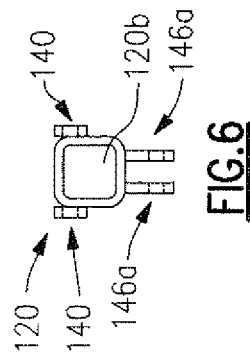
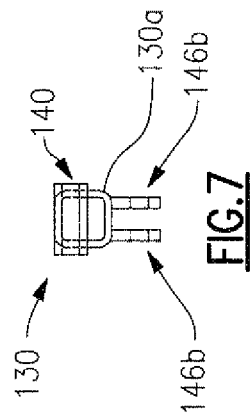
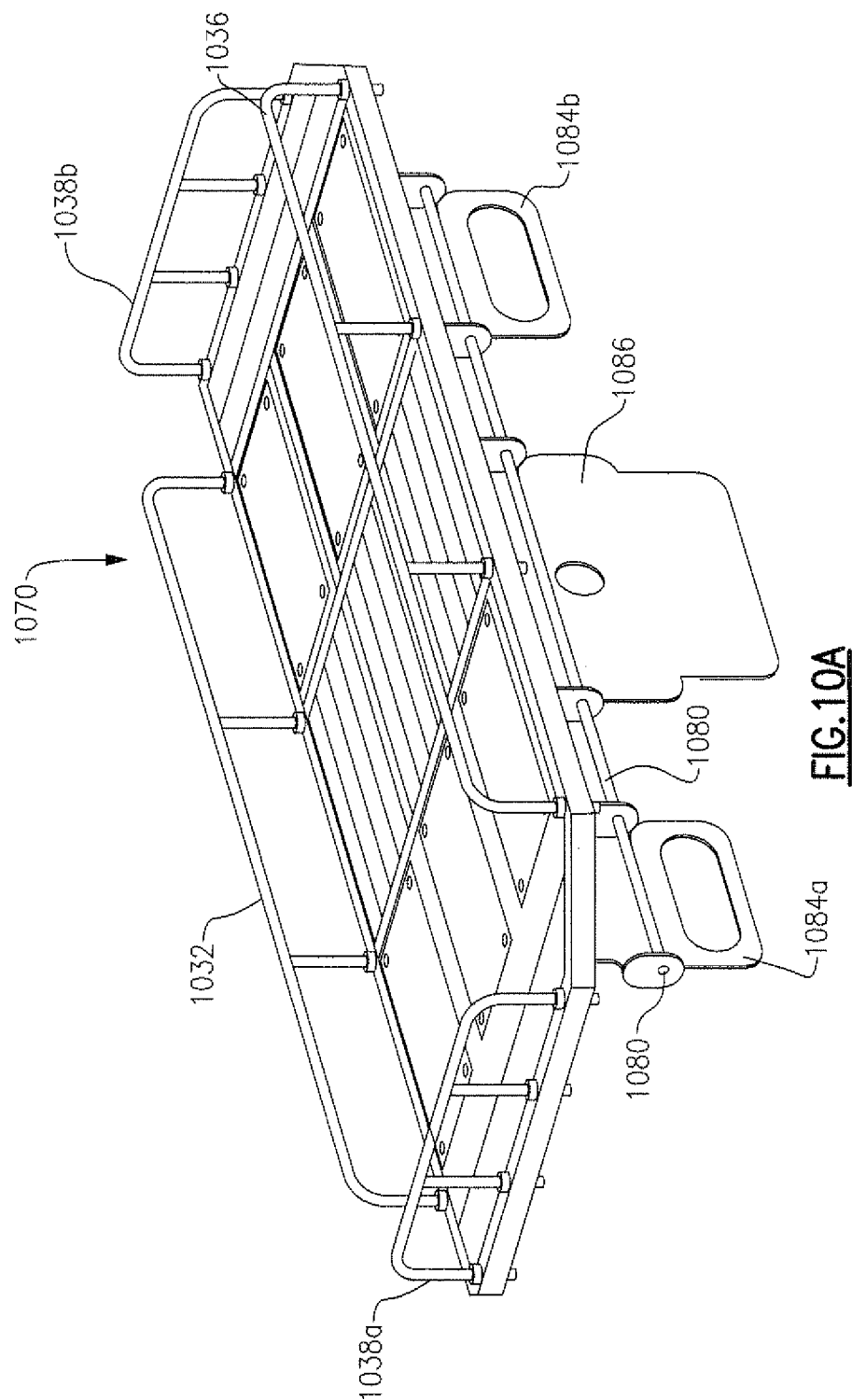
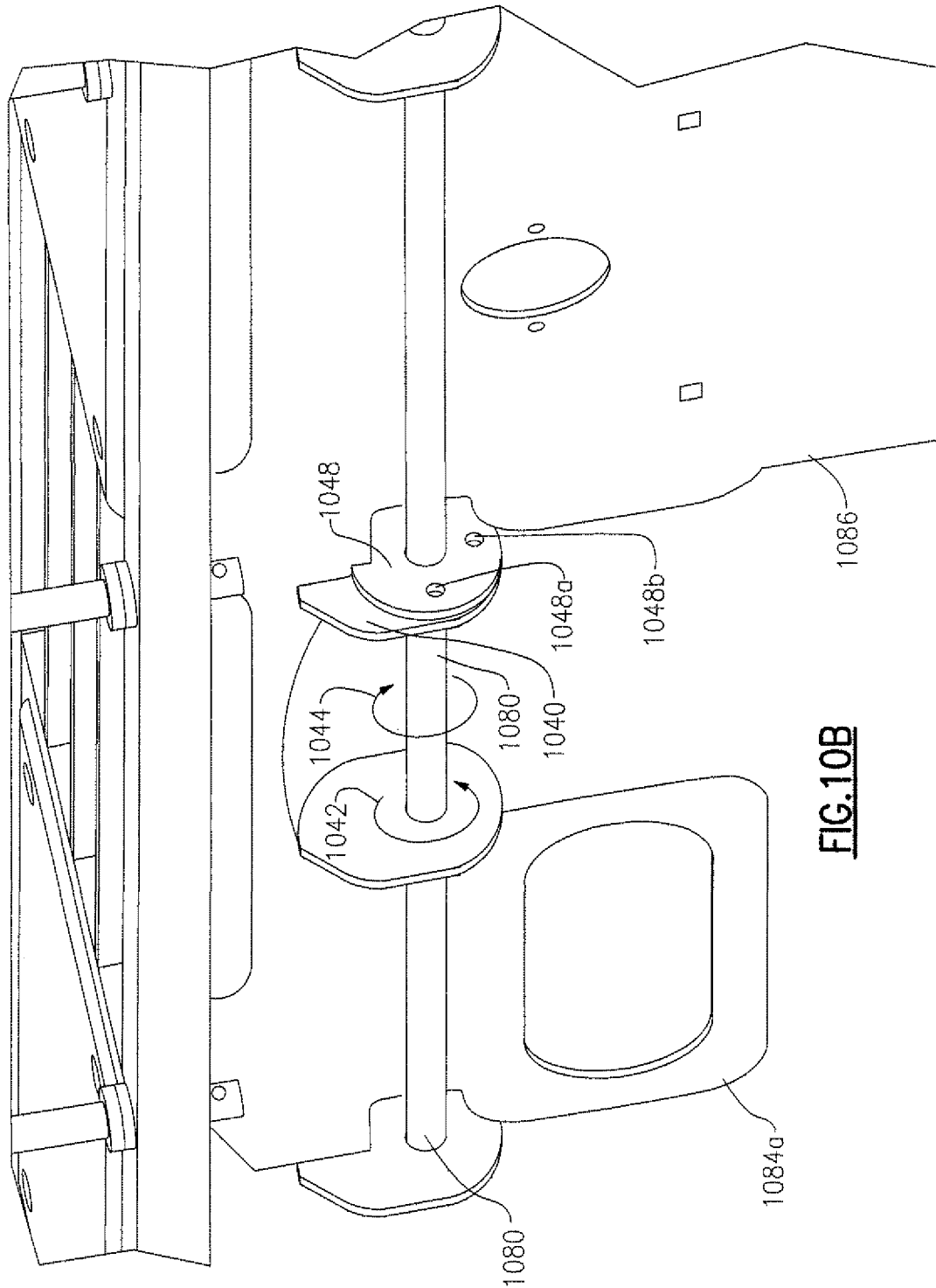
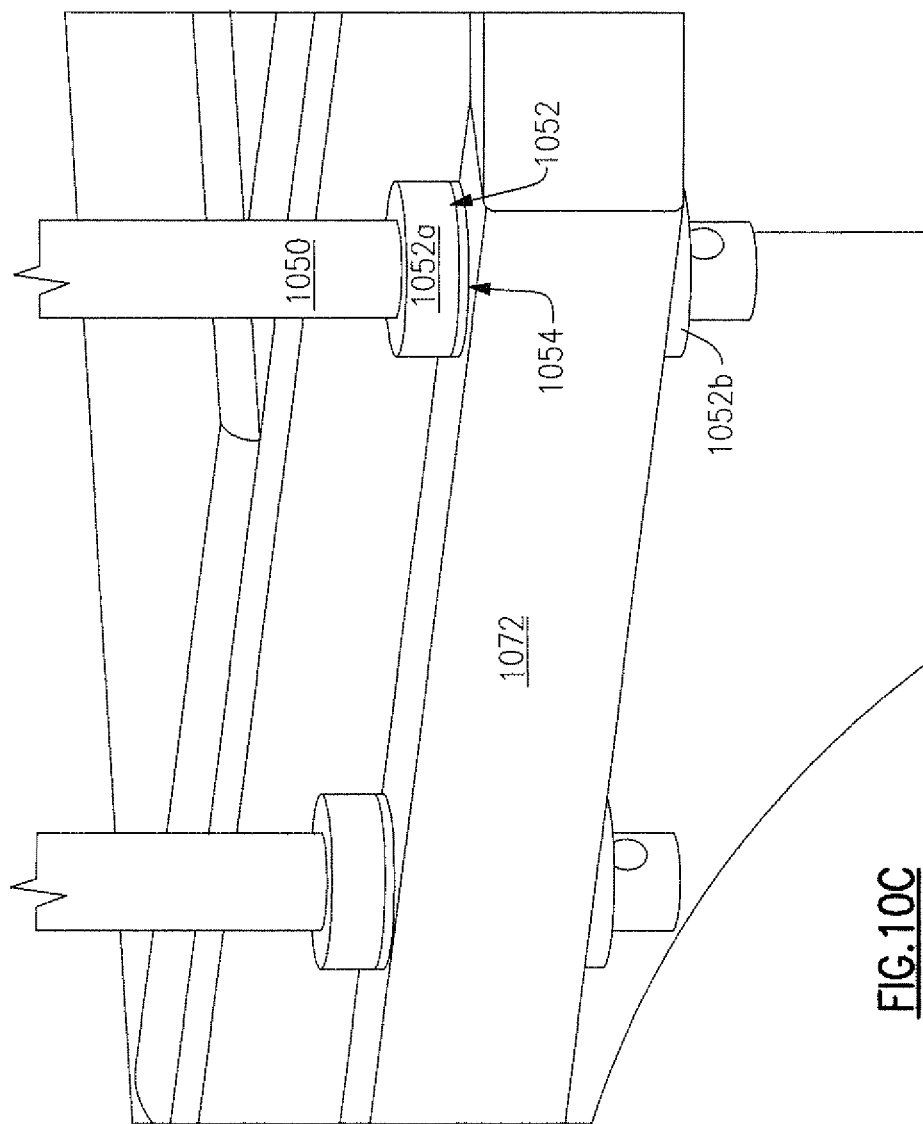


FIG. 8









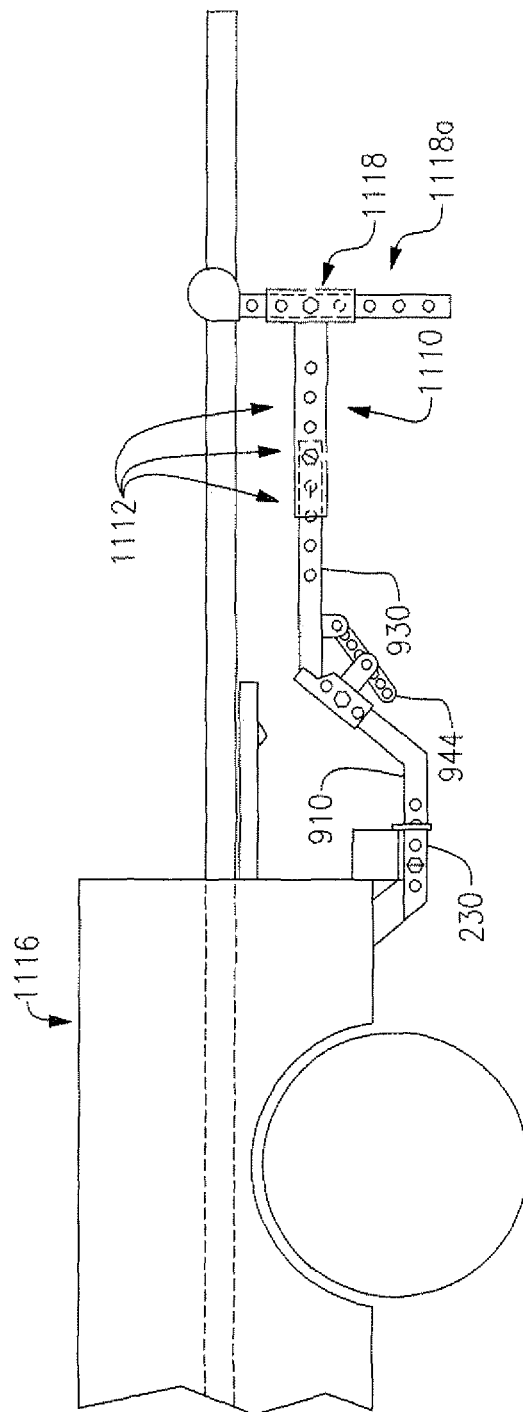


FIG. 11A

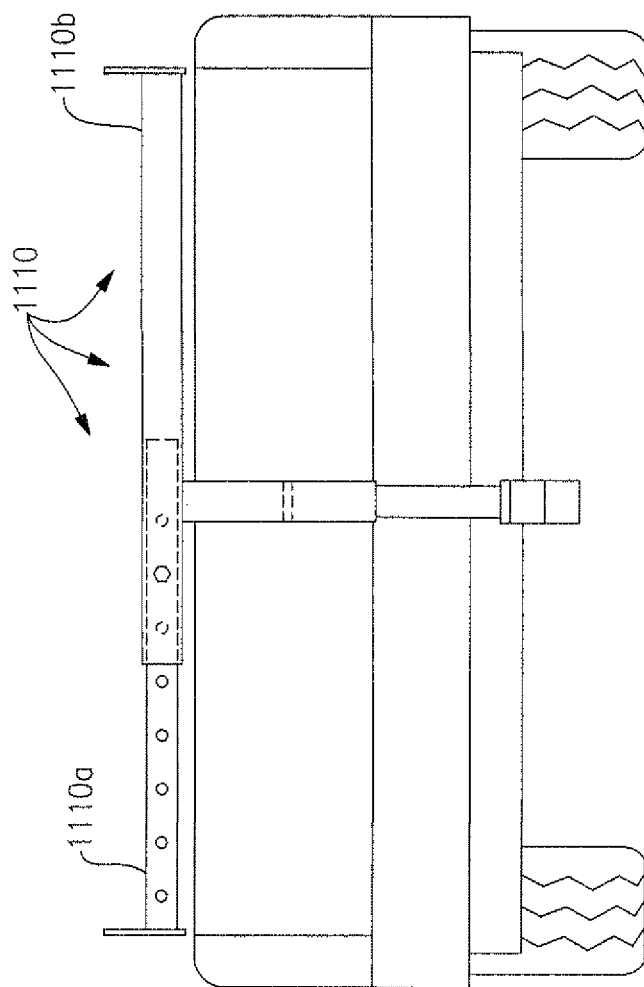


FIG. 11B

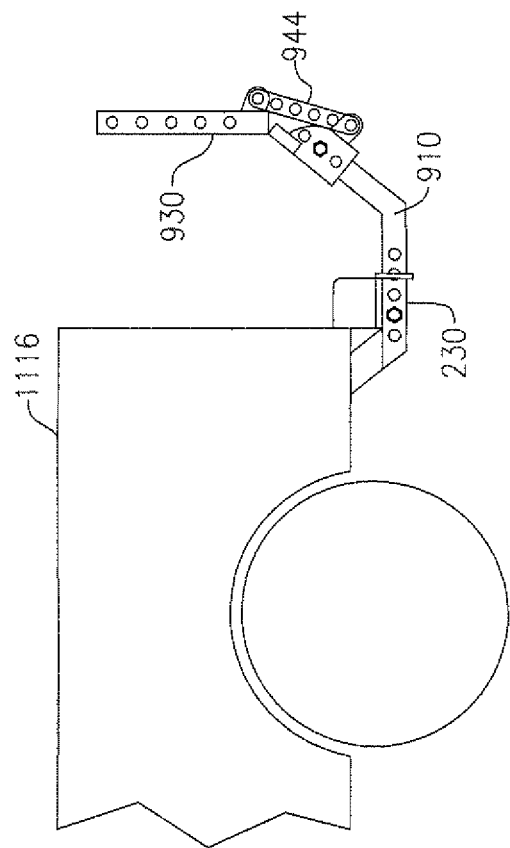
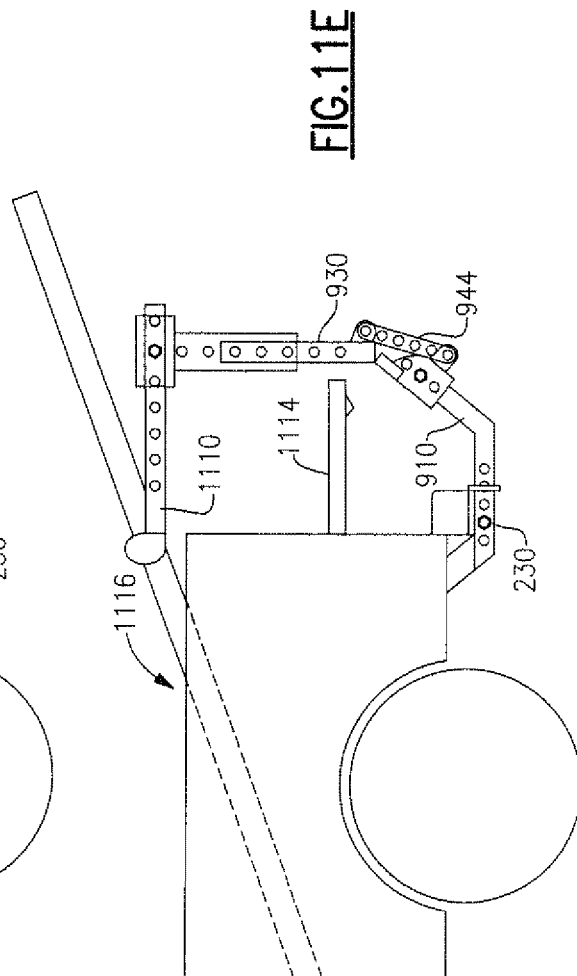
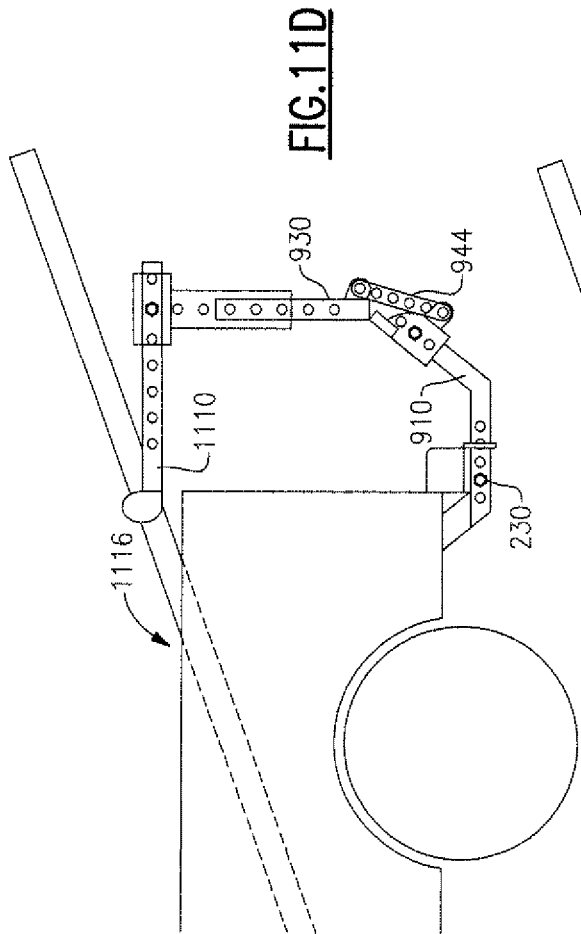
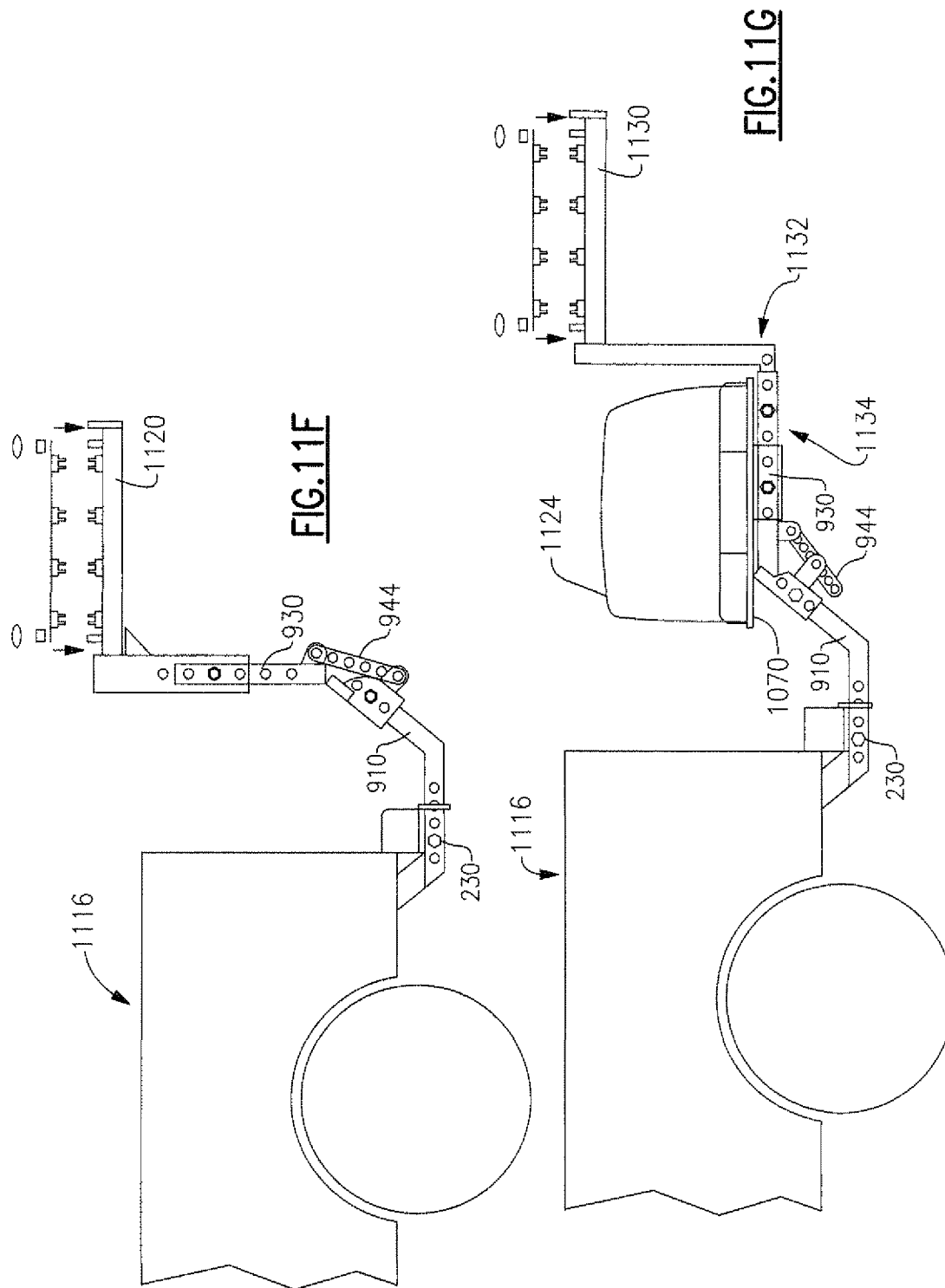
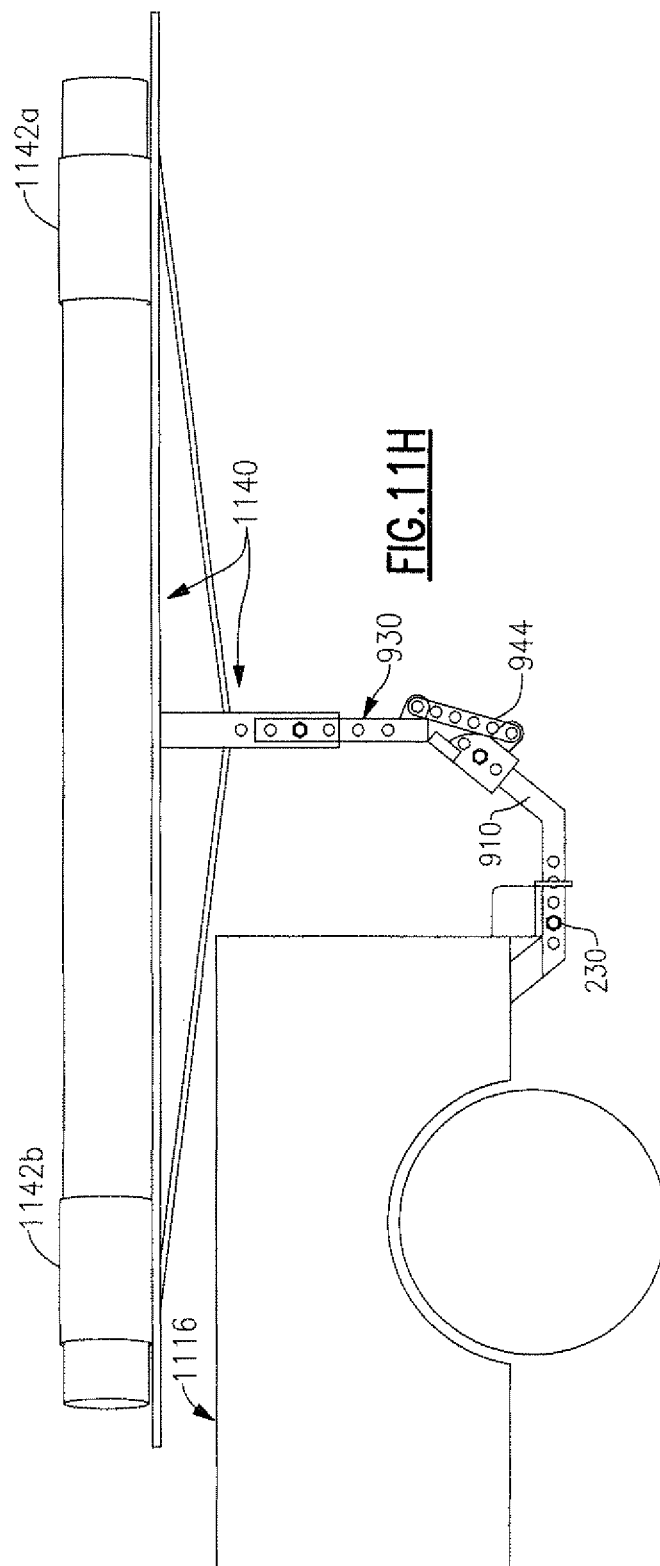
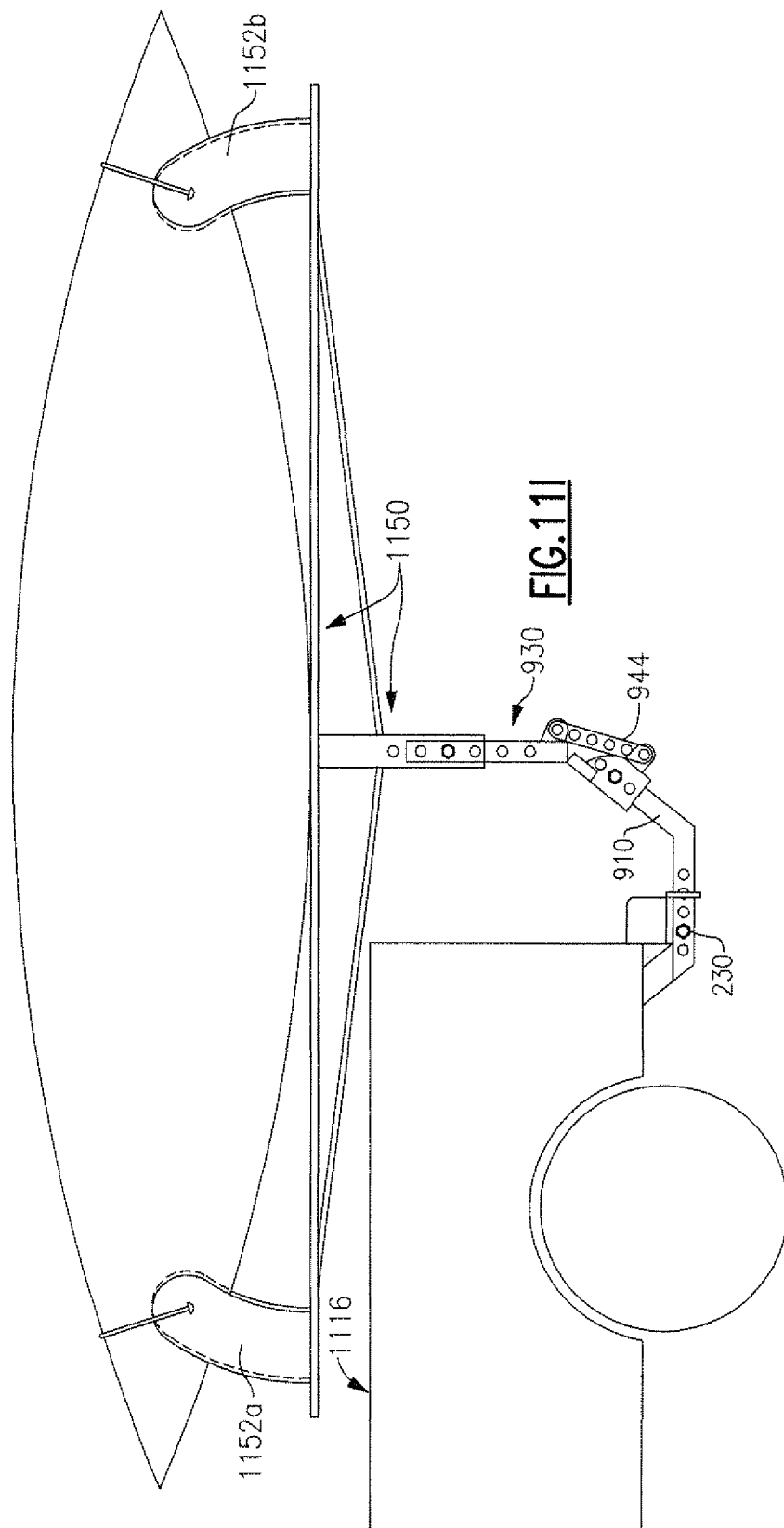


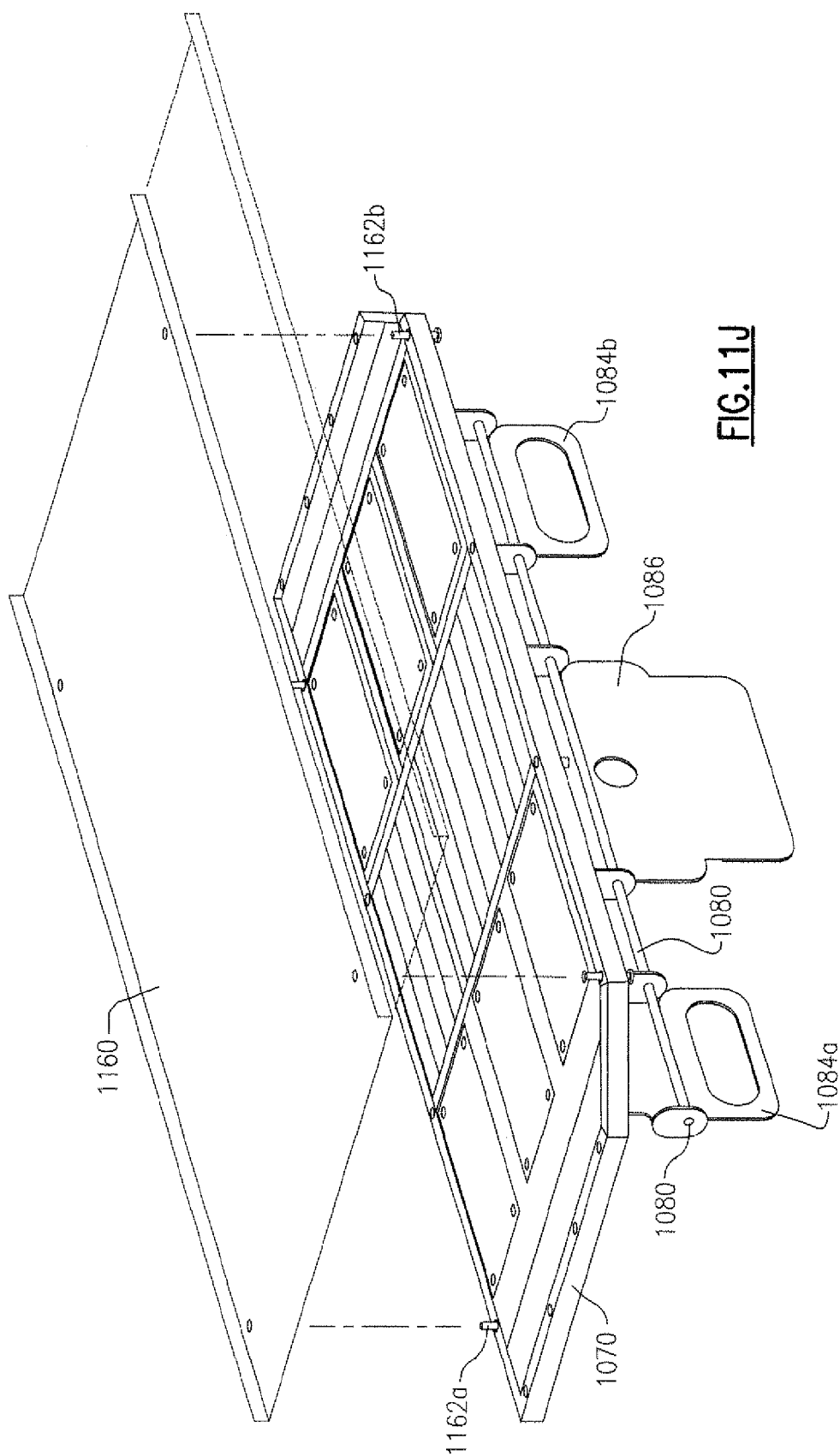
FIG. 11C

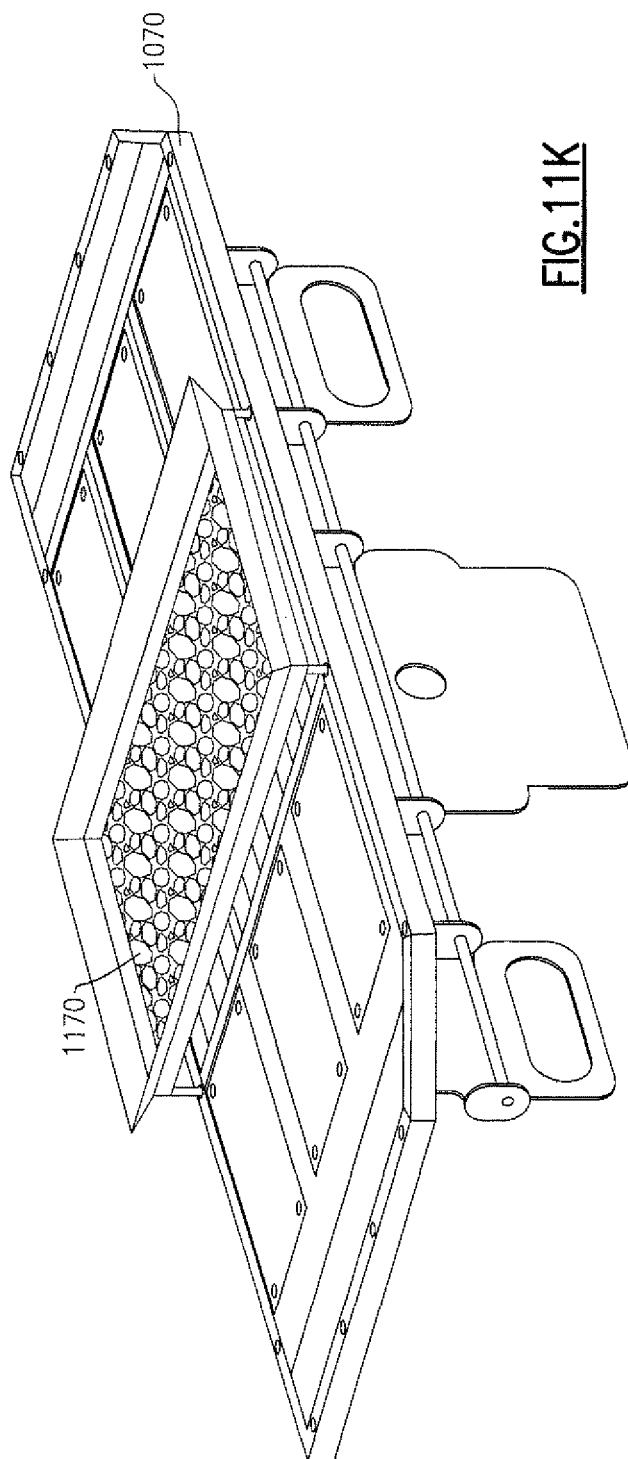












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ADJUSTABLE SUPPORT STRUCTURE FOR VEHICLE CARGO BED EXTENSION

CROSS REFERENCE TO RELATED PATENT APPLICATIONS

This is a non-provisional patent application that claims priority and benefit to, co-pending U.S. provisional patent application Ser. No. (61/447,613) that was filed on Feb. 28, 2011 and entitled "Adjustable Support Structure For Extension of a Vehicle Cargo Bed", the aforementioned (61/447,613) patent application is incorporated herein by reference in its entirety.

This non-provisional patent application further claims priority and benefit to, pending U.S. provisional patent application Ser. No. 61/553,624 that was filed on Oct. 31, 2011 and entitled "Adjustable Support Structure for Vehicle Cargo Bed Extension", the aforementioned (61/553,624) patent application is also incorporated herein by reference in its entirety.

CROSS REFERENCE TO PATENT APPLICATIONS INCLUDING RELATED SUBJECT MATTER

This patent application includes subject matter that is similar to the subject matter that is included within U.S. Pat. No. 6,648,391, that is titled "Truck Bed Extension Device" to Whiteford et al. and that was issued Nov. 18, 2003. The aforementioned patent is herein incorporated by reference in its entirety.

This patent application includes subject matter that is similar to the subject matter that is included within U.S. Design Pat. No. D441,340, that is titled "Truck Bed Extension" to Whiteford et al. and that was issued May 1, 2001. The aforementioned patent is herein incorporated by reference in its entirety.

FIELD OF THE INVENTION

This invention relates to an apparatus, system and method for adjustable support of an extension of a vehicle cargo bed. The apparatus provides a range of horizontal, vertical, diagonal and angular adjustment of a vehicle cargo bed extension deck so as to accommodate a wide variety of differently designed and dimensioned vehicles and provides other features promoting reliability and safety while minimizing unwanted vibration during use.

BRIEF DESCRIPTION OF THE DRAWINGS

The objects and features of the invention can be better understood with reference to the claims and drawings described below. The drawings are not necessarily to scale, and the emphasis is instead generally being placed upon illustrating the principles of the invention. Within the drawings, like reference numbers are used to indicate like parts throughout the various views. Differences between like parts may cause those like parts to be each indicated by different reference numbers. Unlike parts are indicated by different reference numbers.

FIGS. 1A-1C illustrate a side view of an embodiment of a lower support apparatus for attachment to a vehicle including a cargo bed structure.

FIGS. 2A-2B illustrates an end view of the embodiment of the first segment of the lower support apparatus of FIG. 1 and an end view of a vehicle hitch.

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FIG. 3 illustrates a side view of the embodiment of the apparatus of FIG. 1 being configured with the deck support unit folded upwards.

FIG. 4 illustrates a top view of an embodiment of a deck that is attachable to the lower support apparatus.

FIG. 5 illustrates the dimensions of a rear view perspective of an embodiment of the deck.

FIG. 6 illustrates an end view of an embodiment of the hinged second segment of the deck support unit.

FIG. 7 illustrates an end view of an embodiment of the third segment of the deck support unit.

FIG. 8 illustrates a side cross-sectional view of an embodiment of the deck (section A-A)

FIGS. 9A-11K illustrate other embodiments of an apparatus for attachment to a vehicle including a cargo bed structure and accessories to attach thereto.

DETAILED DESCRIPTION OF THE INVENTION

FIGS. 1A-1C illustrate a side view of an embodiment of a lower support apparatus for attachment to a vehicle including a cargo bed structure. This embodiment includes a first segment 110, a second segment 120 and a third segment 130. The third segment 130 functions as a deck support unit 130 for physically engaging and supporting a deck component 170 (See FIGS. 4-5). The deck 170 is designed for carrying cargo extending beyond a cargo bed area of a vehicle (not shown).

As shown, a first segment 110 includes a horizontal portion 111a and a non-horizontal portion 111b and has a first end 110a and a second end 110b. The horizontal portion 111a including the first end 110a that is designed to be attachable to a hitch (not shown here) that is fixedly attached to a vehicle (not shown). The non-horizontal portion 111b including the second end 110b is designed to attach to the second segment 120 (Also see FIG. 6). The first end 110a is designed to slidably engage the hitch along a first axis 150. The first segment 110 has a long dimension that is parallel to axis 150.

A sliding position of the first segment 110 relative to the hitch is adjustable and lockable in a direction along the first axis 150. Locking holes 112a-112d are manufactured within the first segment 110 to enable the sliding position to be locked via a threaded locking bolt (threaded 5/8 inch bolt) (not shown) that is designed to be inserted through a locking hole in the hitch (not shown) and through one of the locking holes 112a-112d within the first segment 110. Each one of the adjustment holes 112a-112d can be positioned to slide within and align to an adjustment hole of the hitch (See FIG. 2B), as a prerequisite step to inserting the threaded locking bolt through the locking hole of the hitch and through a locking hole 112a-112d of the first segment 110.

As shown, the second segment 120 has a long dimension that is oriented in a diagonal (non-horizontal) direction that is parallel to diagonal axis 152 and has a first end 120a and a second end 120b. The first end 120a of the second segment is designed to slidably engage the second end 110b of the first segment 110. The first end 120a of the second segment includes locking holes 116a-116b which are designed to each slide within and align with one of the adjustment holes 114a-114c of the second end 110b of the first segment 110, as a prerequisite step to inserting the threaded locking bolt through one of the locking holes of the second segment 116a-116b and through a locking hole 114a-114c of the first segment 110.

The second segment 120 and the third segment 130, are connected by a hinge mechanism 140. The hinge mechanism 140 is designed to adjust an orientation of the third segment 130, which functions as and is referred to herein as a deck

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support unit **130** for extension of a cargo bed (not shown) of the vehicle (not shown). The hinge **140** attaches the second end **120b** of the second segment **120** to a first end **130a** of the third segment (deck support unit) **130**. As properly installed onto a vehicle, the deck support unit **130** of the apparatus **100** and a deck **170** that is attached on top of the deck support unit (See FIGS. 4-5) is substantially parallel to a geometric plane defined by a floor area of the cargo bed. Locking holes **118a-118d** are employed to adjust a sliding position of the deck **170** onto the third segment **130**. The third segment **130** has a long dimension that is parallel to axis **154**.

A position of the hinge mechanism **140** can be defined by an interior angle **142a** and/or an exterior angle **142b**. As shown, when properly installed, the interior angle **142a** is smaller than the exterior angle **142b**. When adjusting the hinge **140**, as the interior angle **142a** becomes larger the exterior angle **142b** becomes smaller.

The size of the interior angle **142a** is adjustable and lockable via an adjustment link **144**. As shown in this embodiment, the adjustment link **144** is manufactured with a ring at each end. Each ring is generally circular in shape and is designed to engage a pin (like a large bolt) that can protrude (not shown here) through each of the hinge angle adjustment holes **146a-146b** at locations **146a-146b**. A first pin (large bolt) **148a** (not shown here) protrudes through hole **146a** which is proximate to the second end **120b** of the second segment **120**. A second pin (large bolt) **148b** (not shown) protrudes through hole **146b** which is proximate to the first end **130a** of the third segment **130**. In some embodiments, the first and second pin are clevis type pins.

As also shown in this embodiment, the adjustment link **144** has a long dimension that is adjustable via a threaded connection between (2) separate portions **144a-144b** of the adjustment link **144**, that slide along a same axis that is parallel to the long dimension of the adjustment link **144**. When these (2) portions **144a-144b** are screwed in a direction closer to each other, the long dimension of the adjustment link **144** is shortened, and when these (2) portions **144a-144b** are screwed in a direction farther apart, the long dimension of the adjustment link **144** is elongated.

The adjusted length of the adjustment link **144** sets the interior angle **142a** of the hinge **140**. That is, the more elongated the length of the adjustment link **144** the larger the interior angle **142b** of the hinge **144** while the shorter the length of the adjustment link **144** smaller the interior angle **142b** of the hinge **144**.

As properly installed onto a vehicle, the deck support unit **130** of the apparatus **100** is substantially parallel to a plane defined by the floor area of the cargo bed deck. For proper installation upon each separate and different vehicle, the proper sliding engagement position between the first segment **110** and the second segment **120** may vary and the proper angle of the hinge **140** may also vary. Also the proper sliding engagement position between the first segment **110** and the vehicle hitch may also vary.

Hence, the sliding engagement between the first segment **110** and the second segment **120**, the sliding engagement between the second segment **120** and the first segment **110** and the angle of orientation between the second segment **120** and the third segment (deck) **130** via the hinge **140**, enables the lower support unit apparatus **100** to adjust to a wide variety of vehicles, while supporting a substantial load for each proper and different installation.

FIG. 1C shows a variation of the embodiments of FIGS. 1A-1B wherein the first segment **110** is elongated and further attaches a ball hitch **150** to accommodate towing, of a trailer

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for example. This embodiment also includes an additional structural member **160** to better support a diagonal portion **111b** of the first segment **110**.

FIGS. 2A-2B illustrates an end view **110a** of the embodiment of the first segment **110** of the lower support apparatus **100** of FIG. 1 and an end view of a vehicle hitch **230**. The first segment **110** is designed to be inserted into a cavity of a vehicle hitch **230**.

The first segment **110** is constructed from a metal tube **210** having a substantially square cross-section. In this embodiment, the metal is referred to as cold rolled steel. The metal tube **210** has outside dimensions (OD) that measure 2.0 inches vertical (high) and 2.0 inches horizontal (wide), as shown in this view. The thickness of the metal tube **210** is 0.25 inches. Hence, the metal tube **210** has inside dimensions (ID) that measure 1.5 inches vertical (high) and 1.5 inches horizontal (wide), as shown in this view.

There are (4) threaded adjustment holes **112a-112d** that are located on the right side of the first segment **110**, as shown in this view and that are shown in FIG. 1A. There are (4) unthreaded adjustment holes **162a-162d** that each align with adjustment holes **112a-112d** respectively, and that are located on the left side of the first segment **110** as shown in this view and that are not shown in FIG. 1A. These adjustment holes **112a-112d** and **162a-162d** are sized to accommodate a $\frac{5}{8}$ inch diameter threaded bolt of 3 or more inches in length.

The vehicle hitch **230** for which it is inserted has a rectangular inside cross-section of slightly more than 2 inches vertical (high) and 2.0 inches horizontal (wide). In one embodiment, the vehicle hitch inside cross-section is 2 plus $\frac{85}{1000}$ inches vertical (high) and 2 plus $\frac{85}{1000}$ of an inch horizontal (wide).

Notice that the right side of an inside portion **208** of this first segment **110** has a metal bar **212** that is spot welded onto an inner right side of the outer metal tubing **210**. Absent the metal bar **212**, the cross-section of the inside portion **208** of this metal tube **210** measures 1.5 inches vertical and 1.5 inches horizontal. The metal bar **212** has a horizontal width dimension equal to $\frac{3}{16}$ inches. Hence, with the metal bar **212** installed, the cavity cross-section **218** of this metal tube **210** measures 1.5 inches vertical and $1\frac{1}{16}$ inches horizontal.

The metal bar adds $\frac{3}{16}$ inches of thickness, (also referred to herein as additional material to provide for a depth extended threaded hole) of the right side wall to provide more structural material (metal) through which to bore threads for engaging a threaded bolt and for attaching the first segment **110** to the vehicle hitch **230**. To attach to the vehicle hitch **230**, a threaded bolt is inserted through an unthreaded hole **232a-232d** of the hitch **230**, and passed through an unthreaded hole **162a-162d** of the first segment **110** and is threaded through a corresponding threaded hole **112a-112d** of the first segment **110** and passed through an unthreaded hole **262a-262b** of the vehicle hitch **230**. This technique incorporated throughout the apparatus **100**, **900** provides much added strength without much added weight.

Turning the bolt in the above described manner through the threaded holes **112a-112d** moves and presses the first segment **110** towards and against the left inner side wall of the hitch **230**. Tightening the bolt presses the first segment **110** tightly against left inner side wall of the hitch **230**, in order to minimize vibration and wobble between the hitch **230** and the first segment **110**, when the hitch **230** and lower support unit **100** are in use.

In this embodiment, note that the adjustment holes **112a-112d** are threaded and the adjustment holes **162a-162d** are not threaded. In other embodiments, at least some of the adjustment holes **112a-112b** are not threaded and some cor-

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responding adjustment holes **162a-162d** are threaded. Likewise adjustment holes **114a-114c**, which are proximate to the second end of the first segment **110b**, are also threaded in the same manner as shown here and correspond to non-threaded adjustment holes that are located on an opposite side of the first segment **110**, like shown herein FIG. 2A.

FIG. 3 illustrates an embodiment of the apparatus **100** being configured with the third segment (deck support segment) **130** folded upwards when not in use. When attached to the deck **170** (See FIG. 4), the deck itself **170** would also be oriented upwards while attached to the third segment **130**. The embodiment shown here includes a different type of adjustment link **144x** than shown in FIG. 1. The adjustment link **144x** shown here is designed to have a fixed length as opposed to the adjustable length of the adjustment link **144** of FIG. 1.

As shown, the adjustment link **144x**, is a one piece rigid component made of metal and having an angled shape like that of a boomerang. In this embodiment, this component includes (2) substantially straight portions that join at an angle to form its **144x** angled shape. The angled adjustment link **144x** shown here is designed to separate the hinge adjustment holes **146a-146b** at a fixed distance so that a long dimension of the third segment **130** is oriented in a substantially vertical direction, which is a direction that is substantially parallel to the direction of gravity, while the first, second and third segments are attached to each other and installed onto a vehicle.

Other embodiments of the adjustment pin are each manufactured as (1) straight segment having a length that is likewise, designed to separate the hinge adjustment holes **146a-146b** at a fixed distance in order to perform a fine adjustment to a substantially horizontal position of the long dimension of the third segment **130**, while it **130** is attached to the second segment **120** via the hinge mechanism **140**, and while the first, second and third segments are attached to each other and installed onto a vehicle. The horizontal position is perpendicular to the direction of gravity. For example, the length of each of these different straight adjustment link **144x** embodiments is designed to position the third segment **130** to be tilted at an angle between 0, 2, 4 and 6 degrees relative to a horizontal orientation.

For example, when the third segment **130** is at a -2 degree angle, a distal end **130b** would be lower than at a 0 degree angle relative to a horizontal orientation. Likewise, when the third segment **130** is at a 2 degree angle, a distal end **130b** would be higher than a 0 degree angle relative to a horizontal orientation.

The orientation of a deck **170** will change in response to carrying a substantial load, such as for example 500 pounds. Setting a 2, 4 or 6 degree angular orientation of the deck **170** before it is carrying a load, may enable the deck **170** to arrive at a horizontal angular orientation when carrying a substantial load. This change in angular orientation is dependent upon the design of the vehicle and its associated vehicle hitch **230**. Hence, the angular orientation of the deck in response to carrying a substantial load can be anticipated and such an angular adjustment prior to carrying the load can provide an improved deck angular orientation when later carrying a substantial load.

The length of each of these straight segments is designed to adjust an angle of the third (deck support) segment relative to the direction of gravity. The length of this segment separates the hinge adjustment holes **146a-146b** at a fixed distance to adjust an angle of the third (deck support) segment relative to the direction of gravity.

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In some embodiments, the length of this segment is designed to fixedly separate the position the adjustment holes **146a-146b** in order to adjust a position of a long dimension of the third segment **130** to be at a horizontal angle, which is perpendicular to the direction of gravity, when the first, second and third segments are attached to each other and installed onto a vehicle.

For the embodiment shown, the length **311a** of the horizontal portion **111a** of the first segment **110** is 15 inches, the length of **311b** of the non-horizontal (diagonal) portion is 19.25 inches, the length **320** of the second segment **120** is 9 plus $\frac{1}{16}$ inches, and the length **330** of the third segment is 21 inches.

For this embodiment, there is a minimum overlap between the first segment **110** and the second segment **120** equal to 3 inches and a minimum non-overlap equal to 1 inch. As a result, for this embodiment a minimum diagonal extension is approximately 20.25 (19.25+1 inches) inches when the second segment **120** is slid over the first segment **110** to the maximum extent. And for this embodiment, the maximum diagonal extension is approximately 25.3125 (19.25+9.0625-3) inches when the second segment **120** is slid over the first segment **110** to the minimum extent.

Hence, the diagonal extension range is approximately 5 inches. Given that the diagonal extension shown here is at a 45 degree angle above horizontal, the vertical range component of the diagonal extension range is approximately 3.5 inches. Likewise, given that the diagonal extension shown here is at a 45 degree angle above horizontal, the horizontal range component of the diagonal extension range is approximately 3.5 inches.

In other embodiments, the first segment **110** and/or the second segment **120** are elongated beyond the embodiment shown here to realize a larger range of diagonal, vertical and horizontal extension to further accommodate various vehicle and truck designs. Or alternatively, the first segment **110** is shortened while the second segment is elongated.

In another embodiment, the length of the second segment is extended to 15.125 inches from 9.125 inches, and the minimum overlap is equal to 4 inches and the minimum non-overlap remains equal to 1 inch. For this embodiment a minimum diagonal extension remains equal to 20.25 inches when the second segment **120** is slid over the first segment **110** to the maximum extent. In this embodiment, the maximum diagonal extension is approximately 30.3125 inches when the second segment **120** is slid over the first segment **110** to the minimum extent.

Hence, the diagonal extension range is approximately 10 inches. Given that the diagonal extension remains equal to a 45 degree angle above horizontal, the vertical range component of the diagonal extension range is approximately 7 inches. Likewise, given that the diagonal extension shown here is at a 45 degree angle above horizontal, the horizontal range component of the diagonal extension range is approximately 7 inches.

In the embodiment shown, a range of adjustment between adjustment holes **112a-112d** is at least 5 inches and a range of adjustment of between adjustment holes **118a-118d** is at least 8 inches. Other embodiments can expand these adjustment ranges. FIG. 4 illustrates the dimensions of an embodiment of a deck **170** attached to the lower support apparatus **110** from a top-down viewing perspective. As shown from this viewing perspective, this embodiment has beveled corners **432a-432b** along its rear side that is located farthest from the hitch **230** (not shown here). The deck **170** has an upper surface (shown from this perspective) and a lower surface (not shown from this perspective). The deck **170** is supported via engagement

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with the third segment **130** (See FIGS. 1A-1C) along its lower surface (See FIG. 5). A top view of a front safety rail **532**, a top view of a rear safety rail **536**, a top view of a right side safety rail **538a** and a top view of a left side safety rail **538b**, are also shown.

For the embodiment shown, a length **486** of a rear edge of the deck **170** is 51 inches, a length **482** of a front edge of the deck **170** is 61 inches, a length **488b** of a left side edge of the deck **170** is 19 plus $\frac{1}{16}$ inches and a length **488a** of distance from the rear edge to the front edge of deck **170** is 19 plus $\frac{1}{16}$ inches.

FIG. 5 illustrates the dimensions of a rear view perspective of an embodiment of the deck **170**. As shown from this perspective, this embodiment includes removable safety rail **532** and traffic signaling lights **584a-584b** and a lower support unit engagement member **530**. As shown, a lower support unit engagement member **530**, is a rectangular tube like structure that is dimensioned so that the third segment **130** of the lower support unit **100** can slide into it **530** and be locked at a sliding position via locking adjustment holes and bolts **118a-118d** located within the third segment **130** and locking adjustment holes located within the lower support unit engagement member **530** (not shown here), to provide support to the deck **170**. The engagement member **530** is sized and shaped like the vehicle hitch **230** (See FIG. 2B) and the sliding position is adjusted and locked as described between the vehicle hitch **230** and the first segment **110**, as described in association with FIG. 2A.

FIG. 6 illustrates a view of an end **120b** of an embodiment of the second segment **120** of the deck support unit. This end **120b** constitutes one side of a hinge mechanism **140**. As shown in FIGS. 1A-1B, the second segment **120** is designed to slide over and fixedly attach to a distal end **110b** of the non-horizontal portion **111b** of the first segment **110** of the deck support unit **100**. As shown, the second segment **120** includes (4) adjustment holes **116a-116b**, that can be aligned with the adjustment holes **114a-114c** of the non-horizontal portion **111b** of the first segment to adjust a sliding position. The sliding position is adjusted and locked in the same manner as described for the sliding position between the vehicle hitch **230** and the first segment **110**, as described in association with FIG. 2A.

FIG. 7 illustrates a view of an end **130a** of an embodiment of the segment **130** of the deck support unit **100**. This end **130a** constitutes one side of a hinge mechanism **140** that is opposite end **120b** of the second segment **120**. Adjustment holes **118a-118d** of the third segment **130** are employed while sliding the lower support unit engagement member **530** of the deck **170** (FIGS. 4-5) over end **130b** and along the outside surface of the third segment **130**. The sliding action starts by inserting end **130b** of the third segment **130** into the lower support unit engagement member **530** of the deck **170**, like the first segment **110** is slide into the vehicle hitch **230**. At least one adjustment hole **818** (See FIG. 8) of the lower support unit engagement member **530** is aligned with one of the adjustment holes **118a-118d** of the third segment **130**. The sliding position is adjusted and locked in the same manner as described for the sliding position between the vehicle hitch **230** and the first segment **110**, as described in association with FIG. 2A.

FIG. 8 illustrates a cross-sectional view of an embodiment of the deck **170**. From this view, a cross-section of the lower support unit engagement member **530** and right side safety rail **538a** are visible. An adjustment hole **818** that is located within the lower support unit engagement member **530**, is also visible. The adjustment hole **818** is configured to be aligned with one of the adjustment holes **118a-118d** of the

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third segment **130** of the lower support unit **100** (See FIGS. 1A-1B and 7) or of the third segment **930** of the lower support unit **900** (See FIG. 9A), as described above in association with FIG. 7.

FIG. 9A illustrates another second embodiment of a lower support unit apparatus **900** for attachment to a vehicle including a cargo bed. The apparatus **900** shown here is designed to function like the first embodiment of the lower support unit apparatus **100** of FIG. 1. However, the design of this second embodiment of the lower support differs in some respects as compared to the design of the first embodiment of the lower support FIG. 1.

Notice that this second embodiment **900** is shown from a different perspective view than the first embodiment **100** of FIG. 1 and instead, its first segment **910** is shown as being located on a lower right hand side and its third segment **930** is shown as being located on a left hand side with respect to the viewing perspective of FIG. 9A. Conversely, the first embodiment **100** of FIG. 1 is shown where the first segment **110** is shown as being located on a lower left hand side and its third segment **130** is shown as being located on a right hand side with respect to the viewing perspective of FIG. 1. Like the first embodiment **100** of FIG. 1A-1B, the second embodiment of FIG. 9 is shown with its second segment **920** sliding over and physically engaging its first segment **910**.

Also shown, this second embodiment includes an embodiment of a sliding adjustment plate **944** that is substituted for the adjustment link **144** of the first embodiment of FIG. 1. The sliding adjustment plate **944**, also referred to herein as the adjustment plate **944** or adjustment link **944**, includes (6) adjustment holes **940a-940f**. The hole **940a** is shown as being currently employed for attachment between the adjustment plate **944** and the third segment **930**. Another hole **940b-940e** can alternatively be selected and employed for attachment between the adjustment plate **944** and the third segment **930**. The hole **940c** is shown as being currently employed for attachment between the adjustment plate **944** and the second segment **920**. Another hole **940b-940f** can alternatively be selected and employed for attachment between the adjustment plate **944** and the second segment **920**.

Note that although adjacent holes **940a-940f** appear to be equidistant, the distance between these pairs of holes **940a-940f** are not required to be equidistant so to provide fine adjustment to an angle of orientation of the third segment **930**. For example, setting an angle of orientation of the third segment **130** to be 2 degrees above horizontal, then a first pair of adjustment holes can be selected. To set an angle of orientation of the third segment **130** to be 6 degrees above horizontal, then a second pair of adjustment holes are selected. As a result, other pairs of holes are assigned for linking between the third segment **930** and the second segment **920** to effect different angles of orientation of the third segment **130** and an attached deck **170**.

As described above, the attachment plate **944** is designed to permit adjustment of an angled pitch of the third segment **930** relative to the first **910** and second **920** segments. For example, in some embodiments, the outside end **932** of the third segment **930** can be lifted or lowered to add or subtract pre-determined increments of an angle of pitch for the third segment **930** relative to a substantially horizontal pitch, as shown in FIG. 9A.

For example and as shown, the attachment plate **944** enables the third segment **930** to be oriented substantially horizontal and parallel relative to the surface of the earth (substantially level) and parallel relative to an angle of orientation of the lower most portion of the first segment **910** that is designed to be fixedly attached to a vehicle hitch. As shown,

the pitch of the third segment **930** is also referred to herein as being a substantially level pitch.

Alternatively, the second segment **920** can be adjusted to attach to another hole within the attachment plate **944**. For example, in some embodiments, attaching the second segment **920** to the attachment plate **944** via the hole **940d** instead of via the hole **940c** (as shown) increases the angle pitch of the third segment **930** by for example in some embodiments by (2) degrees, and thereby causing the outside end **932** of the third segment **930** to raise slightly higher than as shown. Or for example, in some embodiments, attaching the second segment **920** via the hole **940b** instead of via the hole **940c** (as shown) lowers the angle pitch of the third segment **930** by for example in some embodiments, (2) degrees, and thereby causing the outside end **932** of the third segment **930** to drop slightly lower. Hence, the attachment plate **944** can be designed to adapt to a variety of vehicle designs to maximize precise positioning of the vehicle bed extension.

In some embodiments, attaching the second segment **920** to the hole **940f** increases the angle pitch of the third segment **930** by (90) degrees relative to a horizontal pitch and thereby causing the outside end **932** of the third segment **930** to sufficiently raise to cause the pitch of the third segment **930** to be oriented substantially vertical and perpendicular relative to a the lower most portion of the first segment **910** (Also See FIG. 3). When oriented in a substantially vertical position, the third segment **930** can function to interface with one or more accessories in order to carry different types of items in different ways as compared to when it **930** is oriented in a substantially horizontal position.

Also notice that in this embodiment, the quantity of and/or location of the adjustment holes **912a-912e** of the first segment, **914a-914c** (See FIG. 9B) and of the adjustment holes **916a-916c** of the second segment and of the adjustment holes **918a-918f** of the third segment of this second embodiment of FIG. 9, may differ in some respects with the quantity and/or location of the adjustment holes **112a-112d**, **114a-114c**, **116a-116b** and **118a-118d** of the first embodiment of the lower support of FIG. 1.

Note that within this second embodiment of FIG. 9A, the adjustment holes **914a-914c** (Best seen in FIG. 9B) of the upper portion of the first segment **910** are obstructed from view by the second segment **920** which is shown as having been slid over the upper portion of the first segment **910**.

FIG. 9B illustrates a close-up perspective view of the entire first segment **910** of the second embodiment of the lower support unit. The adjustment holes **914a-914c** of the upper portion of the first segment **910** of the lower support unit **900** are visible and not obstructed from view by the second segment **920**, as shown in FIG. 9A. Notice that the adjustment holes **912a-912e** of the lower portion of the first segment **910** and that the adjustment holes **914a-914c** of the upper portion of the first segment **910** are threaded and are designed to receive a threaded locking bolt as described with respect to the first embodiment of the lower support unit and in association with FIG. 2A.

FIG. 10A illustrates a perspective view of a second embodiment of a deck **1070** that includes a removable side rails **1032**, **1036**, **1038a-1038b**, repositionable tail light fixtures **1084a-1084b** and a repositionable license plate fixture **1086**. As shown, along a rear side of the deck **1070** is attached a rotatable shaft **1080** which is attached to a left tail light support fixture **1084a**, and attached to a right tail light support fixture **1084b** and attached to a license plate support fixture **1086**. The rotatable shaft **1080** is designed to rotate and to alter a direction in which the tail light support fixtures **1084a-1084b** and license plate fixture **1086** face.

As shown, the deck **1070** is oriented horizontally for the purpose of extending a cargo bed while carrying items. Also shown, the tail light support fixtures **1084a-1084b** and the license plate support fixture **1086** are planar in shape and each oriented vertically and perpendicular to the orientation of the deck **1070**, and facing towards traffic located towards the rear side of the deck.

When not being employed for extending a floor of the cargo bed, the third segment **130**, **930** of the lower support apparatus **100**, **900** can be oriented into a vertical position with or without an attached deck **170**, **1070** (See FIGS. 3 and 11C). When the deck **1070** is oriented in this vertical position, the rear edge of the deck **1070** and the tail light support fixtures **1084a-1084b** and the license plate support fixture **1086** located along the rear edge of the deck **1070** are lifted higher in elevation and are redirected to face upward. In this position, the orientation of tail light support fixtures **1084a-1084b** and of the license plate fixture **1086** can create a risk of being not visible to traffic and creating an increased a risk of collision.

To address this problem, the rotatable shaft **1080** is rotatable so that the tail light support fixtures **1084a-1084b** and the license plate support fixture **1086** can continue to face traffic while the deck **1070** is oriented into vertical position.

FIG. 10B illustrates a close-up of the repositionable tail light fixture **1084a** and the repositionable license plate fixture **1086**. As shown, a circular shaped plate **1048** including a plurality of holes **1048a-1048b** is fixedly attached to the rotatable shaft **1080** and rotates with the rotatable shaft **1080**. A stationary plate **1040** that is not fixedly attached to the rotatable shaft and that does not rotate with the rotatable shaft **1080** includes at least one spring loaded pin (not shown) that is designed to protrude through hole **1048b** while in the position shown.

In preparation for orienting the deck **1070** into a vertical position, the rotatable shaft **1080** can be rotated in a direction **1042** so that the spring loaded pin (not shown) protruding through hole **1048b** instead protrudes through hole **1048a** to enable the tail light fixtures **1084a-1084b** and the license plate fixture **1086** to be seen by traffic while the deck **1070** is oriented in a vertical position while attached to the vertically configured lower support unit **100**, **900** (See FIGS. 3 and 11C).

In preparation for orienting the deck **1070** back into a horizontal position, the rotatable shaft **1080** can be rotated in a direction **1044** so that the spring loaded pin (not shown) protruding through hole **1048a** instead protrudes again through hole **1048b** to enable the tail light fixtures **1084a-1084b** and the license plate fixture **1086** to be seen by traffic while the deck **1070** is oriented in a horizontal position.

FIG. 10C illustrates a close-up of an attachment of a perimeter fence **1032**, **1036**, **1038a-1038b** to the deck **1070**. As shown, a portion **1050** of the fence, also referred to herein as a fence post **1050**, passes through and attaches to a structural member **1072** of the deck **1070**. The structural member **1072** is a rectangular tube having rectangular cross-section (not shown) through which a metal sleeve **1052** passes through a top surface and through a bottom surface (as shown here) of the structural member **1072**. The metal sleeve **1052**, also referred to herein as a bushing **1052**, receives and enables the fence post **1050** to pass through it **1052** and the structural member **1072** through which it also passes through.

A rubber o-ring **1054** is disposed between an upper portion of the bushing **1052a** and the perimeter segment **1072** and is designed to dampen transmission of vibration between the deck **1070** and the fence **1050**. A lynch pin (not shown) that is located near the bottom portion **1052b** of the bushing is

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employed to securely attach the fence post **1050** to the structural member **1072** of the deck **1070**.

FIG. 11A illustrates a side view of a t-bar accessory **1110** that is attachable to the lower support structure **900**. As shown, a t-bar structure **1110**, instead of the deck **1070**, is attached to the third segment **930** of the lower support structure **900**. A first portion of the t-bar structure **1110**, slides over and attaches to the third segment **930**. The sliding position between the first portion of the t-bar **1110** and the third segment **930** of the lower support unit is adjustable via adjustment (locking) holes **1112** of the first portion of the t-bar **1110** and adjustment (locking) holes of the third segment **918a-918f** of the lower support unit. Adjustment locking bolts are employed for insertion into a locking hole **1112** of the t-bar **1110** and adjustment holes **918a-918f** of the third segment **930** in order to lock the t-bar **1110** and the third segment **930** into a sliding engagement position.

This configuration enables long dimensioned items, such as strips of lumber, metal or vinyl for example, to be supported in lengths exceeding that which could be supported and carried by the cargo bed alone. The t-bar **1110** includes a second sliding portion **1120** that is configured to slide into the first portion and to adjust a vertical height position of the t-bar **1110** and to lock the vertical height position via adjustment holes **1126**.

FIG. 11B illustrates a rear view of the t-bar accessory of FIG. 11A. As shown, the t-bar **1110** can be further adjusted to set its overall horizontal length and adjusted so that clearance is available either on its right or left side to load/remove items into and out of the cargo bed that are not being supported by the t-bar **1110**. As shown, one side **1110a** (currently shown on left hand side from this viewing perspective) of the t-bar **1110** can be slid into its other side **1110b** (currently shown on right hand side from this viewing perspective) to provide access to the cargo bed on its left side while the t-bar supports various items resting onto the right hand side of the cargo bed. Further, the entire t-bar **1110** can be rotated 180 degrees so that what is shown from this perspective view on the right hand side and on the left hand side are reversed, so that access to the cargo bed can be made available on the right hand side while the t-bar **1110** supports various items resting onto the left hand side of the cargo bed.

FIG. 11C illustrates a side view of the lower support structure **900** that is configured so that its third segment **930** is oriented into a vertical position without an attached deck **1070**. When not being employed for extending a floor of the cargo bed, the third segment **930** can be oriented into a vertical position with or without an attached deck **1030**. Accessories are also attachable to the third segment **930** while being vertically oriented as shown.

FIGS. 11D-11E illustrate a side view of the lower support structure **900** that is oriented into a vertical position with an attached t-bar **1110** accessory positioned above a tailgate (access door) **1114** to a cargo bed **1116** of a vehicle. In this configuration, the t-bar **1110** can protect a tail gate **1114** from physical contact with items being supported by the t-bar **1110**. Furthermore, the tail gate **1114** can be opened or closed while the t-bar **1110** is in use. The tail gate **1114** is shown as being closed in FIG. 11D and shown as being opened in FIG. 11E.

FIG. 11F illustrates a side view of the lower support structure **900** that is oriented into a vertical position with an attached bicycle rack accessory **1120**. As shown, the bicycle rack accessory **1120** is physically attached to the third segment **930** of the lower support structure **900**, while the third segment **930** is not attached to the deck **170**, **1070**. The bicycle rack **1120** extends away from a rear side of the cargo

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bed **1116** and enables support of a plurality of bicycles while the cargo bed **1116** can be used to carry other items.

FIG. 11G illustrates a side view of the lower support structure **900** that is oriented into a horizontal position supporting a cargo bag accessory **1124** and supporting another second embodiment of an attached bicycle rack accessory **1130**. As shown, the cargo bag **1124** is supported on a deck **170**, **1070** at a location between the cargo bed **1116** and another second embodiment of a bicycle rack assembly **1130**.

The second embodiment of the bicycle rack assembly **1130** includes a smaller dimensioned (1.25 inch) metal tube **1132** that inserts into a larger dimensioned hollow tube **1134** that has a square cross-section, like the segments **110**, **120** and **130** and that is located on a bottom side of the deck **1070**. The deck **170** is supporting the cargo bag **1124**.

In one embodiment, the (female) hollow tube **1134** is actually the third segment **930** with a welded interior metal bar like the metal bar **212** of FIG. 2A to provide add structural material to bore threaded adjustment holes like the threaded holes **112a-112d** of FIG. 2A. In this embodiment, the cavity within the third segment would be 1.5 inches high and 1.5 inches wide minus the $\frac{3}{16}$ inch width metal bar, yielding 1 plus $\frac{5}{16}$ inch width cavity for which to insert the smaller dimensioned tube **1132**. In another embodiment, the hollow tube **1134** is a separate structural segment apart from the third segment **930** supporting the deck **170**, **1070**. Regardless, the adjustment holes employed within the (female) hollow tube **1134** and the adjustment holes of the smaller dimensioned tube **1132** are together slide adjusted, aligned and locked using the same technique employing at least one threaded adjustment hole as described with respect to the first embodiment of the lower support unit and in association with FIG. 2A, in order to minimize and/or eliminate vibration and wobble.

FIG. 11H illustrates a side view of the lower support structure **900** that is oriented into a vertical position with an attached rack **1140** for supporting carpet or linoleum. As shown, the rack **1140** is configured to slide over and physically attach to the third segment **930** of the lower support structure **900**, while the third segment **930** is not attached to the deck **170**, **1070**. The rack **1140** extends partially above the cargo bed **1116** and is located above the lower support unit **900**. In some embodiments, the rack **1140** spans horizontally (perpendicular to the direction of gravity) about 8 feet parallel to a direction of movement of the vehicle and about 4 feet in depth perpendicular to a direction of movement of the vehicle. In some embodiments the rack is made from aluminum and includes straps **1142a-1142b** that are configured to secure an object, such as a roll of vinyl flooring or carpeting.

FIG. 11I illustrates a side view of the lower support structure **900** that is oriented into a vertical position with an attached rack **1150** for supporting an item such as a kayak, for example. As shown, the rack **1150** is configured to slide over and physically attach to the third segment **930** of the lower support structure **900**, while the third segment **930** is not attached to the deck **170**. The rack **1150** partially extends above the cargo bed **1116** and is located above the lower support unit **900**. In some embodiments the rack is made from aluminum and includes straps **1152a-1152b** that are configured to secure an object, such as a kayak.

FIG. 11J illustrates a metal plate **1160** that can be installed onto the deck **1070** to better distribute loads to be carried by the deck **1070**. In this embodiment, the plate is made from $\frac{1}{4}$ inch thick aluminum and is attached via fasteners **1162** as shown.

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FIG. 11K illustrates a barbeque grill **1170** that can be installed attached onto the deck **1070** for cooking food on the deck **1070**.

This written description employs examples to disclose embodiments of the invention, and also to enable a person skilled in the art to practice the invention, including making and using any devices or systems and performing any incorporated methods.

PARTS LIST

100 lower support unit
110 first segment of apparatus **100**
110a first end of first segment **110**
110b second end of first segment **110**
110c joint between horizontal portion **111a** and non-horizontal portion **111b**
111a horizontal portion of first segment **110**
111b non-horizontal portion of first segment **110**
112a-112d threaded adjustment holes of horizontal portion **111a** of first segment **110**
114a-114c adjustment holes of non-horizontal portion **111b** of first segment **110**
116a-116b adjustment holes of second segment **120**
118a-118d adjustment holes of third segment **130**
120 second segment
120a first end of second segment **120**
120b second end of second segment **120**
130 third segment, deck support unit
130a first end of third segment **130**
130b second end of third segment **130**
140 hinge mechanism
142a interior angle of hinge mechanism **140**
142b exterior angle of hinge mechanism **140**
144 clevis pin
144x adjustment pin
144a-144b adjustment holes of clevis pin **144**
146a-146b hinge angle adjustment holes
148a-148b first and second pins
150 first axis
162a-162d non threaded adjustment holes of horizontal **111a** portion of first segment **110**
170 deck
210 metal tube
212 metal bar
218 cavity cross-section
230 vehicle hitch
232a-232b unthreaded hole of vehicle hitch **230**
262a-262b unthreaded hole of vehicle hitch **230**
311a length of horizontal portion **111a** of first segment **110**
311b length of non-horizontal portion **111b** of first segment **110**
320 length of second segment **120**
330 length of third segment **130**
432a-432b beveled corners
482 length of a front edge of the deck **170**
486 length of a rear edge of the deck **170**
488a length of distance from the rear edge to the front edge of deck **170**
488b length **488b** of a left side edge of the deck **170**
530 lower support unit engagement member
532 front safety rail
536 rear safety rail
538a right side safety rail
538b left side safety rail
584a-584b traffic signaling lights

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818 adjustment hole **818** of the lower support unit engagement member **530**
900 second embodiment of a lower support unit apparatus
910 first segment of second embodiment
912a-912e adjustment holes
914a-914c adjustment holes
916a-916e adjustment holes
918a-918f adjustment holes
920 second segment
930 third segment of second embodiment
940a-940f adjustment holes
944 adjustment plate
1032 removable rear side rail of deck **1070**
1036 removable rear side rail of deck **1070**
1038a removable right side rail of deck **1070**
1038b removable left side rail of deck **1070**
1040 stationary plate
1042 direction of rotation
1044 direction of rotation
1048 circular shaped plate
1048a-1048b plurality of holes
1050 fence
1052 metal sleeve
1052a bushing
1052b bottom portion of the bushing
1054 rubber o-ring
1070 deck
1072 perimeter segment
1080 rotatable shaft
1084a left tail light support fixture
1084b right tail light support fixture
1086 license plate support fixture
1110 t-bar accessory
1110a one side of t-bar accessory
1110b other side of t-bar accessory
1112 horizontal adjustment holes of t-bar accessory
1114 tail gate
1116 cargo bed
1118 vertical portion of t-bar
1118a vertical adjustment holes of t-bar accessory
1120 bicycle rack
1124 cargo bag
1130 second embodiment of a bicycle rack assembly
1132 smaller dimensioned tube
1134 larger dimensioned (female) hollow tube
1140 rack for rolled flooring
1142a-1142b straps for rolled flooring
1150 rack for kayak
1152a-1152b straps for kayak
1160 metal plate
1162a-1162b fasteners
1170 barbeque grill
What is claimed is:
1. An apparatus for attachment to a vehicle including a cargo bed structure, the apparatus including:
an adjustable support structure having a first segment, a second segment and a third segment,
said first segment having a first end and a second end, said first end being attachable to a hitch that is fixedly attached to a vehicle; and wherein said second end is attached to said second segment; and wherein said second segment is attached to said third segment via a hinge; and where
said first end of said first segment slidably engages said hitch along a first axis, and wherein a sliding position of said first segment relative to said hitch is lockable along said first axis; and wherein

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said second segment having a first end and a second end, in which said first end of said second segment slidably engages said second end of said first segment along a second axis, said second axis being angled relative to said first axis; and wherein a sliding position of said first end of said second segment relative to said second end of said first segment is lockable along said second axis; and wherein

said second end of said second segment is attached to said hinge, said hinge having a first end and a second end and wherein said first end of said hinge is attached to a second end of said second segment and said second end of said hinge being attached to said third segment, and wherein an angle of attachment of said hinge between said second segment and said third segment is adjustable and lockable via a link that attaches to said second segment and to said third segment.

2. The apparatus of claim 1 wherein a metal plate is attached along an inside surface of a wall of at least one of said first segment and said second segment, and wherein threaded holes are extended through said plate and through said wall to enable a pressing engagement between at least one of said first segment and said second segment, and another portion of said apparatus or vehicle.

3. The apparatus of claim 1 wherein said link attaches said second segment and said third segment proximate to an interior side of said angle of attachment.

4. The apparatus of claim 1 wherein third segment is designed to make physical contact with or attach to another object.

5. The apparatus of claim 1 wherein said hinge is designed to orient and lock said third segment into multiple angles of orientation ranging between a horizontal angle of orientation and a vertical angle of orientation.

6. The apparatus of claim 1 wherein said third segment is attached to a deck.

7. The apparatus of claim 6 wherein said deck has at least one of removable side rails, and at least one support fixture for a license plate or a tail light that are each configured to rotate and be oriented in a vertical direction when said deck is oriented in a vertical or horizontal direction.

8. The apparatus of claim 1 wherein said support structure is designed to support a substantial load of 500 pounds or greater upon said third segment.

9. The apparatus of claim 1 wherein said support structure is configurable so that it is located sufficiently far away from a tailgate of a vehicle to allow said tailgate to be opened or closed while said support structure is in use.

10. The apparatus of claim 1 including a ball hitch that is attached to a distal end of said first segment.

11. An apparatus for attachment to a vehicle including a cargo bed structure and a tail gate, the apparatus including: an adjustable support structure having a first segment, a second segment and a third segment,

said first segment having a first end and a second end, said first end being attachable to a hitch that is fixedly attached to a vehicle; and wherein said second end is attached to said second segment; and wherein said second segment is attached to said third segment via a hinge; and where

said first end of said first segment engages said hitch along a first axis, and wherein

said second segment having a first end and a second end, in which said first end of said second segment slidably engages said second end of said first segment along a second axis, said second axis being angled relative to said first axis; and wherein a sliding position of said first

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end of said second segment relative to said second end of said first segment is lockable along said second axis; and wherein

a metal plate is attached along an inside surface of a wall of at least one of said first segment and said second segment, and wherein threaded holes are extended through at least one of said plate and said wall to enable a pressing engagement between at least one of said first segment and said second segment, and against another portion of said apparatus or vehicle; and wherein

said hinge between said second segment and said third segment is adjustable and lockable within a range of lengths, via a link that attaches to said second segment and said third segment.

12. The apparatus of claim 11 wherein said support structure is configurable so that it is located sufficiently far away from a tailgate of a vehicle to allow said tailgate to be opened or closed while said support structure is in use.

13. The apparatus of claim 11 wherein said hinge is designed to orient and lock said third segment into multiple angles of orientation ranging between a horizontal angle of orientation and a vertical angle of orientation.

14. The apparatus of claim 11 wherein an end of said third segment is designed to attach to a variety of attachments including at least one of a t-bar, a carpet rack, a canoe rack or a bicycle rack.

15. The apparatus of claim 11 wherein said third segment is designed to attach to a deck.

16. The apparatus of claim 15 wherein said deck is designed to be attached to barbeque grill.

17. The apparatus of claim 11 wherein said support structure is designed to support a substantial load of 500 pounds or greater upon said third segment while said support structure is in use.

18. The apparatus of claim 11, said link attaches said second segment and said third segment proximate to an interior side of an angle of attachment.

19. The apparatus of claim 11, wherein said metal plate is attached along an inside surface of a wall along said diagonal axis of said first segment and wherein threaded holes are extended through said plate and said wall to enable a pressing engagement between said second segment and said first segment.

20. The apparatus of claim 17 including a ball hitch that is attached to a distal end of said first segment.

21. An apparatus for attachment to a vehicle including a cargo bed structure and a tail gate, the apparatus including: a support structure including, a first segment for attaching to a hitch of a vehicle; and including

a second segment including a hinge for attaching to a third segment;

said third segment for attaching to said hinge; and wherein said first segment and said second segment are joined via an overlapped attachment along a diagonal axis, said attachment configured to adjust a length of overlap to provide for an adjustment of a location of said hinge; and wherein

said support structure is designed to support a substantial load of 500 pounds or greater upon said third segment while said support structure is in use; and wherein

said hinge is designed orient and lock said third segment into multiple angles of orientation ranging between a horizontal angle of orientation and a vertical angle of orientation, and wherein said angles of orientation are adjustable and lockable via a link that attaches to said second segment and to said third segment.

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22. The apparatus of claim 21, wherein a metal plate is attached along an inside surface of a wall of at least one of said first segment and said second segment, and wherein threaded holes are extended through said metal plate and through said wall to facilitate a pressing engagement between at least one of said first segment and said second segment, and another portion of said apparatus or said vehicle.

23. The apparatus of claim 21, wherein where said first segment is in a sliding engagement with said hitch, and wherein said first segment is in a sliding engagement with said second segment, and where at least one sliding position of said sliding engagements, is locked via engaging a threaded fastener through at least one of said threaded holes, said at least one of said threaded holes being disposed through at least one wall of an inner segment of at least one sliding engagement.

24. The apparatus of claim 23 wherein the threaded fastener is a bolt of at least $\frac{5}{8}$ inches in diameter.

25. The apparatus of claim 21 wherein said support structure is configurable so that it is located sufficiently far away

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from a tailgate of a vehicle to allow said tailgate to be opened or closed while said support structure is in use.

26. The apparatus of claim 21 wherein third segment is designed to make physical contact with or attach to another object.

27. The apparatus of claim 21 wherein said third segment is designed to attach to a deck.

28. The apparatus of claim 21 wherein said third segment is designed to be attached to a barbeque grill.

29. The apparatus of claim 21 wherein said third segment is designed to attach to each of a variety of attachments including at least one of a t-bar, a carpet rack, a kayak rack or a bicycle rack.

30. The apparatus of claim 27 wherein said deck has at least one of a support fixture for a license plate or a support fixture for a tail light, that are each configured to rotate and to be oriented in a vertical direction when said deck is oriented in a vertical or horizontal direction.

31. The apparatus of claim 21 including a ball hitch that is attached to a distal end of said first segment.

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